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April 11, 2011

Honorable Dan Elliott, Chairman  
Surface Transportation Board  
395 East SW  
Washington, DC 20423

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Re: Rail Transportation Regulations

Dear Mr. Elliott:

Maintaining a health railroad network is vital to our country's economic well being. More than a century ago railroads were instrumental in our economic expansion and job creation after the depression of 1890. During the coming decades we anticipate railroads also providing the same economic advantages and job creation opportunities.

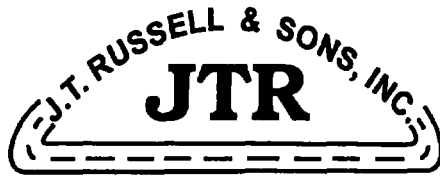
J T Russell and Sons, Inc. is a fourth generation heavy highway construction contractor located in the Charlotte, North Carolina area. In the past several years we have expanded into the ethanol distribution and liquid asphalt distribution industry. Rail transportation is vital to our business and growth in these two areas. Ethanol distribution is essential to the country's interest in lower emission and lower cost fuel. Liquid asphalt is vital for the construction of our nation's highways for both new construction and the vitally important road maintenance.

In the past year our ethanol terminal has unloaded over 2,000 ethanol rail cars. This material is shipped from the Midwest suppliers and off loaded at our terminal for distribution to local gasoline distributors. Using rail transportation decreases the load on our highways and increases the safety for the motoring public while at the same time providing a cost saving to all who purchase gasoline. If we were to ship a comparable amount of ethanol from the Midwest suppliers to this area we would be increasing the truck traffic by almost 7,200 trucks.

In the past 12 months we have shipped into the Charlotte area over 500 railroad cars of liquid asphalt from the manufacturers. Just like the ethanol, this decreases the demand on our highways improving the safety of the motoring public and reducing the cost of constructing and maintaining our highways.

We support a healthy freight rail network that supports job growth and continues to spur our nation's economic recovery. One of President Obama's initiatives is to reduce our dependence on foreign oil. A health freight rail network would aid us in meeting this goal by reducing the number of long haul

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trucks, those that haul goods further than a day's travel by truck. Freight railroad can move a ton of goods 480 miles on a gallon of fuel whereas a truck hauling the same ton of goods takes about 70 gallons of fuel.

We oppose any policy changes that hinder the freight railroad's ability to continue to invest billions of dollars in private capital to grow and modernize the nation's rail system.

Kindest Personal Regards,



Jim Russell CEO